SUPPLEMENTAL MATERIAL SEPTEMBER 8, 2003 SPECIAL CITY COMMISSION MEETING

SUPPLEMENTAL MATERIAL

R7 - Resolution

A Resolution Approving The Continuation Of The Bay Link Transit Project Into The Final Environmental Impact Statement/Preliminary Engineering (FEIS/PE) Phase Of Study; Designating The Streetcar Mode As The Optimal Transit Technology; And Designating A Bi-Directional Loop Route Utilizing The Washington Avenue And Alton Road Corridors As The Locally Preferred Alternative (LPA), As Described Fully In The Final HDR Report.

(City Manager's Office)

(Replacement Resolution)

RESOL	UTION	NO.	

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, APPROVING THE CONTINUATION OF THE BAY LINK TRANSIT PROJECT INTO THE FINAL ENVIRONMENTAL IMPACT STATEMENT/PRELIMINARY ENGINEERING (FEIS/PE) PHASE OF STUDY; DESIGNATING THE STREETCAR MODE AS THE OPTIMAL TRANSIT TECHNOLOGY; AND DESIGNATING A BI-DIRECTIONAL LOOP ROUTE UTILIZING THE WASHINGTON AVENUE AND ALTON ROAD CORRIDORS AS THE LOCALLY PREFERRED ALTERNATIVE (LPA), AS DESCRIBED FULLY IN THE FINAL HDR REPORT.

WHEREAS, the proposed Bay Link Transportation Corridor Project (the Project) will provide an improved transit link between downtown Miami and the City of Miami Beach; and

WHEREAS, the Project will also provide a rapid transit local circulator that will replace or minimize the need for City Electrowave service and the Miami-Dade Transit (MDT) buses presently operating in South Beach; and

WHEREAS, the City's independent transit consultant, HDR Engineering, Inc., final report dated September 8, 2003, that is incorporated hereto by reference, has been prepared to assist decision makers in deliberations regarding the selection of a Locally Preferred Alternative (LPA) for the Project; and

WHEREAS, the findings and recommendations of the City's independent transit consultant, HDR Engineering, Inc. are to:

- Utilize a streetcar transit technology;
- Designate a route that provides a bi-directional loop utilizing the Washington Avenue and Alton Road corridors, as described fully in the HDR final report; and

WHEREAS, the Miami Beach Planning Board voted to support the transit improvement project on September 24, 2002 and subsequently endorsed the findings on transit technology by the City's transit consultant.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, that the City of Miami Beach supports proceeding with the FEIS/PE phase of the Bay Link transit project with the following conditions to be addressed in the FEIS/PE phase:

Another Draft Environmental Impact Statement (DEIS) process shall be initiated to continue the streetcar alignment to Middle Beach and North Beach, utilizing the Collins Avenue corridor, as recommended by the Miami Beach Planning Board.

- □ A local circulator bus route connecting the rail stations with the adjacent neighborhoods should be considered, particularly to areas of Middle and North Beach.
- Construction of an intermodal transit facility that would also accommodate the local circulator route, above mentioned.
- Replacement and enhancement of any displaced parking in Miami Beach.
- Replacement and enhancement of landscaping in project corridor.
- Operating funds for the system are from the Transit Tax or other County provided resources, not Miami Beach sources.
- During any construction, a public outreach and awareness effort managed by Miami Beach is to be funded from Transit Tax and other non-Miami Beach fund sources.
- Miami Beach maintains control over the design of stations and the appearance of vehicles used in the system.
- □ Funds are provided to Miami Beach for business impact mitigation.
- Complete an origin and destination study to guide future routing to serve the entirety of Miami Beach.
- Develop a definitive plan for mainland expansion that clearly delineates future routes beyond downtown Miami.
- Diversion of MDT bus traffic over causeways north of the MacArthur; and a plan for bus traffic that does not result in a bus depot being created in Miami Beach.
- Creation of a Citizen's Oversight Board.
- DEIS operating parameters responsive to Miami Beach peak traffic needs.
- □ The City requests consideration by the Metropolitan Planning Organization (MPO) of an independent transit consultant to assist the City with the completion of the next phase of the study, to be selected by the City and paid by the MPO.
- □ The core team of Parsons Brinkerhoff shall be expanded to add an urban planning and community development expertise.
- During the FEIS, the City of Miami Beach will have a Commission-appointed technical advisory committee to review and monitor the study and to provide detailed design feedback as needed.

- The County collected contribution for Art in Public Places on the Miami Beach component is to be specifically earmarked for use in the City of Miami Beach, or provided to the City's Art in Public Places fund.
- □ The City and the City of Miami will pursue an interlocal agreement to specify that the construction of a streetcar system linking the two communities will preclude the future development of a convention center in the City of Miami (City responsibility not MPO in the FEIS process).

And be further resolved that the streetcar technology and the route utilizing the Alton Road and Washington Avenue corridors as described in the final report by HDR dated September 8, 2003, is hereby approved as the Locally Preferred Alternative and to be submitted to the Metropolitan Planning Organization for continued action.

PASSED AND APPROVED this	_ day of	, 2003.
	MAYOR	
ATTEST:		
CITY CLERK		

APPROVED AS TO FORM & LANGUAGE & FOR EXECUTION

Date

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